

Amendments to the Specification:

Please replace paragraph [0063] with the following amended paragraph:

[0063] In a way which is analogous to the training of the mounting position 29 of the gripping tool 5 which was described above, what is referred to as the "working position" 41 of the hinge mounting system 6 is firstly trained here. For this purpose, the gripping tool 5 is positioned in the avoidance position 28 38 (end position of the path section V) with respect to the ("master") vehicle body 1'. The hinge mounting system 6 is then equipped with the two hinges 9 and oriented (manually or interactively) with respect to the door opening 2' of the ("master") vehicle body 1' in such a way that the hinges 9 in the joining area 39 of the door opening 2' are positioned in an "optimum" orientation and attachment position. The relative position which is assumed here by the hinge mounting system 6 with respect to the ("master") vehicle body 1' is referred to below as "working position" 41 of the hinge mounting system 6.

Please replace paragraph [0069] with the following amended paragraph:

[0069] C-1 the hinge mounting system 6 with inserted hinges 9 is moved, on a path C-1 to be run through in a closed-loop controlled fashion, from the proximity position 48 into the working position 48 41 (which has been "trained" as described above) in which the hinge mounting system 6 is oriented in a precisely angled fashion and at a precise distance with respect to the auxiliary face 42 of the gripping tool 5.

Please replace paragraph [0077] with the following amended paragraph:

[0077] Starting from the proximity ~~phase~~ position 37, a positioning phase of the tool (path section A-2 in figure 4) is run through, in the scope of which phase the rear door 3 which is held in the gripping tool 5 is moved into the mounting position 29 (trained during the training phase) with respect to the vehicle body 1 and in the process is oriented in a positionally precise fashion with respect to the door opening 2 in the vehicle body 1. For this purpose, the sensors 19 of the sensor system 18 record

measured values in the selected areas 30, 31 of the rear door 3 and of the vehicle body 1. These measured values and the Jacobi matrix determined in the setup phase are used to calculate a movement increment (movement vector) which reduces the difference between the current (actual) sensor measured values and the (setpoint) sensor measured values. The rear door 3 which is held in the gripping tool 5 is then moved and/or pivoted by this movement increment using the robot 7 and new (actual) sensor measured values are recorded during the ongoing movement.

Please replace paragraph [0080] with the following amended paragraph:

[0080] The movement of the position and changing of the angle - which have taken place within the scope of the closed-loop control process of this positioning phase A-2 - of the rear door 3 which is held in the gripping tool 5 (corresponding to the movement between the proximity ~~sensor~~ position 37 and the mounting position 29) can be passed on to the control system 10 of the robot 7 in the form of what is referred to as a zero point correction. The control system 10 of the robot 7 thus "knows" the starting position (corresponding to the mounting position 29) which corresponds to the optimum fitting of the rear door 3 into the door opening 2. An important property of this positioning phase is its independence of the accuracy of the robot: since the positioning process is based on an iterative comparison of the (actual) measured values with (setpoint) measured values, any inaccuracy in the position of the robot 7 is compensated immediately by the iterative closed-loop control process.